CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, JANUARY 20, 2015

3:00 PM – 4:30 PM

COMMISSION MEETING – TO BE HELD AT CITY OF PEORIA DRIES LANE FACILITY CONFERENCE ROOM #113, 3505 N. DRIES LANE, PEORIA, ILLINOIS 61604. (309) 494-8800.

CITY OF PEORIA – TRANSPORTATION COMMISSION
AGENDAS AND MINUTES
ISSUED BY:
JOE HUDSON, CHAIRMAN
VIA TRAFFIC ENGINEER NICK STOFFER
PUBLIC WORKS DEPARTMENT
3505 N. DRIES LANE, PEORIA IL 61604
(309) 494-8800

INTERNET ADDRESS: www.peoriagov.org

To access electronic Agenda & Minutes (only):
1. www.peoriagov.org
2. Click "Boards/Commissions" tab in the Green Ribbon @ the top of Page
3. Choose Transportation Commission
4. Scroll to the bottom of the screen. Under "Agenda & Minutes" will be a list of the .pdf postings.
5. Select desired document and double click to open.

*CITIZENS WISHING TO ADDRESS AN ITEM NOT ON THE AGENDA SHOULD CONTACT A COMMISSION MEMBER PRIOR TO THE MEETING. ALL OTHER PUBLIC INPUT WILL BE HEARD UNDER PUBLIC COMMENT NEAR THE END OF THE COMMITTEE MEETING.

NOTE: THE ORDER IN WHICH AGENDA ITEMS ARE CONSIDERED MAY BE MOVED FORWARD OR DELAYED BY AT LEAST 2/3 VOTE OF THE COMMISSION MEMBERS PRESENT.

THE CITY OF PEORIA – TRANSPORTATION COMMISSION MEETS IN REGULAR BUSINESS SESSIONS THE THIRD TUESDAY OF THE MONTH AT 3:00 PM AT 3505 N DRIES LANE CONFERENCE ROOM #113, PEORIA, ILLINOIS. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

CITY OF PEORIA – TRANSPORTATION COMMISSION
DRIES LANE, CONFERENCE ROOM
3:00 PM – 4:30 PM

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES – NOVEMBER 18, 2014 REGULAR MEETING

AGENDA ITEMS

ITEM NO. 1 Consideration for Recommendation to the City Manager of Adoption of Proposed Traffic Regulations:

1. A Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on N Union Street from W Dr Martin Luther King Jr Drive to W Moss Avenue;
2. A Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on W Forrest Hill Avenue from Sheridan Road to Knoxville Avenue;
3. A Regulation Amending Schedule S of the Traffic Code Reduce the Speed Limit on R.B. Garrett Avenue from W. Dr Martin Luther King Jr Drive to Kumpf Boulevard.
4. A Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Gilbert Avenue from Lehman Road to Sterling Avenue;
5. A Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Crestwood Avenue from Sheridan Road to Knoxville Avenue;

ITEM NO. 2 REVIEW of Draft Complete Streets Policy Documents:
1. Memorandum dated April 16, 2013, from former City Engineer Jeff Smith to Traffic Commission;
2. DRAFT ORDINANCE Amending Chapter 28 of the Code of the City of Peoria by Adding New Sections ... Instituting a Complete Streets Policy.

ITEM NO. 3: Other Items of Interest to the Transportation Commissioners.
UNFINISHED BUSINESS

1. REPORT BACK REGARDING PEDESTRIAN USAGE AT MAIN AND UNIVERSITY STREETS INTERSECTION

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
Tuesday, February 17 2015

ADJOURNMENT
MINUTES OF A REGULAR MEETING
OF THE CITY OF PEORIA
: TRANSPORTATION COMMISSION :

NOVEMBER 18, 2014

A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:02 p.m. on Tuesday, November 18, 2014, at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

CALL TO ORDER

Call to Order showed the following Transportation Commission Members in attendance:

Commissioners Present: Commissioner Dan Adler, Commissioner Mary Jane Crowell, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Pat McNamara, Commissioner Joe Messmore, Commissioner Randall Ray and Commissioner Michael Vespa – 10.

Commissioners Absent: None.

Others in attendance included Traffic Engineer Nick Stoffer; Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander; Journal Star Reporter Nick Vlahos; Advocate for Disabled Rights Roger Sparks; Public Works Administrative Services Manager Vikki Hibered, and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS

Commissioner Herz announced a meeting was scheduled from 5:30 til 7 tonight sponsored by Tri-County regarding Long Range Planning for the Peoria area.

- Introductions Of New Commissioners
The Commissioners introduced themselves and gave a brief background on their interests to each other.

MINUTES

Commissioner Messmore moved to approve the Minutes of the Regular Traffic Commission Meeting held on October 21, 2014; seconded by Commissioner McNamara.

Approved by viva voce vote.

ITEM NO. 1 Discussion Regarding USE BY UTILITIES OF THE PUBLIC RIGHT-OF-WAY UNDER PERMITS.

- Right of Way and Permits Engineer Ken Andrejasich

Mr. Stoffer introduced Right-of-Way and Permits Engineer Ken Andrejasich, who gave an overview of the city’s permitting process for utilities with openings in the public right-of-way. He said the fees for excavation permits were based on the square feet of the opening plus a degradation fee of $7.50 per square yard. He said contractors are charged $100 for a lane
closure permit for the first week. After that, he said an additional fee of $130 per day per lane is charged, on primary streets like snow routes. He said any non-primary route has an additional $25 per day per lane fee after the first week. Further, he explained sidewalk closure permits, which are required for alternate routes, are $30 for the first week and $3 daily thereafter. He said the fees are not meant to be a penalty, but are set up to encourage the contractors to complete their work in a timely manner.

In discussion with Mr. Stoffer, Mr. Andrejasich said the fees were the same for contractors and utilities. However, he said Illinois American Water Company sometimes paid monthly permit fees ranging from $10,000 to $35,000, depending upon the damage to the roadway and the length of the closure.

In discussion with Commissioner McNamara, Mr. Andrejasich explained the Willow Knolls Road repair with its extended lane closure was under the County's jurisdiction and that the County of Peoria didn’t have a daily permit rate.

In addition, Mr. Andrejasich stated that whenever sidewalks were repaired under a utility permit, the restoration work was required to be ADA compliant.

The Commissioners thanked Mr. Andrejasich for the information.

**ITEM NO. 2  Consideration for Recommendation to the City Manager of Adoption of Proposed Traffic Regulations:**

1. A Regulation Amending Schedule M of the Traffic Code to Remove the Traffic Signal Regulating W. Lincoln Avenue and S. Blaine Street;
2. A Regulation Amending Schedule J of the Traffic Code to Establish a STOP Control Regulating South Blaine at West Lincoln Avenue;
3. A Regulation Amending Schedule M of the Traffic Code to Remove the Traffic Signal Regulating W. Lincoln Avenue and S. Westmoreland Avenue;
4. A Regulation Amending Schedule J of the Traffic Code to Establish a STOP Control Regulating S. Westmoreland Avenue and W. Lincoln Avenue;
5. A Regulation Amending Schedule J of the Traffic Code Rescinding the All-Way STOP at Big Hollow Road and W. Alan Court;
6. RECONSIDERATION of a Regulation Amending Schedule J of the Traffic Code for All Way STOP Intersection at W. Moss Avenue and North Union Street.

Mr. Stoffer explained the Traffic Regulation process to the Commissioners and that the City Manager requested they be reviewed by the Transportation Commission for input, prior to his final decision.

Regarding 2.1 – 2.4, Mr. Stoffer explained that Lincoln Avenue was IDOT's jurisdiction but that the City maintained the signals and was reimbursed for that maintenance. Since the schools at these locations were no longer open, he said IDOT recommended the signals be removed since they were no longer warranted. He said the signals would be taken off the system and no longer require electricity. After that, he said, the intersections would be regulated with STOP signs, and that motorists on Lincoln would operate freely, with Westmoreland and Blaine motorists stopping.
In discussion with Chairman Hudson regarding whether consideration had been given for an All-Way STOP for the intersections, Mr. Stoffer stated it was not considered at this time. He explained his recommendation of the STOP condition on the city’s streets was because he knew the traffic numbers on these side streets would not meet IDOT warrants to include Lincoln for an All Way STOP, at this time.

Mr. Stoffer also said there was a flashing school signal at Blaine and Starr that had been dark for years and it would be removed with these signals.

Commissioner Lott moved to recommend concurrence with the City Manager to both remove the existing signals and add STOP signs to stop the minor traffic at these intersections, approving Traffic Regulations 2.1 through 2.4; seconded by Commissioner Messmore.

Approved by viva voce vote.

Regarding 2.5, Mr. Stoffer explained when this All Way Stop was placed, Big Hollow Road was a through street. It has become a dead end and a request was received by Staff to rescind the STOP on Big Hollow and keep the “T” at West Alan Court, since there seems to be no reason to stop every car, he said.

Commissioner Crowell moved to accept the recommendation to Amend Schedule J of the Traffic Code Rescinding the All-Way STOP at Big Hollow Road and W. Alan Court; seconded by Commissioner Ray.

Approved by viva voce vote.

 Regarding 2.6, the request to reconsider the All Way STOP at the intersection of West Moss Avenue and North Union Street (hill), Mr. Stoffer stated a request had come in to rescind this condition. He displayed the computer depiction of the intersection. He explained the Stop was installed earlier this summer from requests in the area regarding speeding traffic and that a sight distance issue had become apparent, because of a new wall built at the southeast corner of the intersection. He said Public Works Staff reviewed the area and it made sense to install the STOP condition.

Since the installation of the All Way STOP, Mr. Stoffer said concerns had been raised about stopping under rain and snow conditions on this very steep grade. He said the Police Department also requested the condition be removed. However, he said, some type of traffic regulation was essential at this intersection. He said the average daily traffic on Union was 4,000 cars. He suggested signing the intersection with a Hidden Drive warning. He said there were no suggested regulations by the Manual on Uniform Traffic Control Devices for this condition.

The Commissioners suggested and discussed placing a Yield sign, but it was noted that that would give mixed messages, since the persons yielding would have no way to know the others were to stop.

In discussion with Commissioner McNamara, Mr. Stoffer stated that, prior to placing the All Way Stop condition, three crashes had been reported, in 2009, and that after it was placed, in 2014, there was one reported. He said none of the crashes involved the sight distance concern.
The Commissioners directed Mr. Stoffer to ask the parking lot’s property owner to post yield signs for his tenants when exiting their parking lot onto Moss Avenue. He said he would do so, but he could not force their installation.

Commissioner McNamara moved to return the intersection controls to the previous traffic regulation condition and to add a Hidden Driveway sign and to provide education to the tenants driving in and out of the driveway; seconded by Commissioner Messmore.

Approved by viva voce vote.

Mr. Stoffer stated he would advise Councilman Grayeb and City Manager Urich of the outcome of the discussion.

ITEM NO. 3: Other Items of Interest to the Transportation Commissioners:

A. Ribbon Cutting Ceremony – Official Opening of Orange Prairie Road Extension;

Mr. Stoffer advised the Commission that Orange Prairie Road would open November 28th but that a ribbon cutting ceremony had been held on November 13th. He said it would be complete from War Memorial Drive (US 150) to Grange Hall Road.


None was available.

UNFINISHED BUSINESS

Pavement Condition Report

Mr. Stoffer gave an overview of the Pavement Management Study Findings document presented by Mark P. Gardner, P.E. during budget discussions before the City Council on November 11, 2014. He said the document would be posted to the city’s web site at www.peoriagov.org/public-works/pavement/.

In response to Commissioner Herz’s question whether a priority matrix based on pavement condition was utilized, Mr. Stoffer said that process would be used for the next year’s planning and it would be based on the information gained from this report.

Commissioner McNamara said he recommended that the Commissioners review the video of the Council meeting, since it would combine the report from the consultant and the slide presentation report. He said he forwarded the link to the meeting video http://peoriacitycouncilmeetings.com/ to Mr. Stoffer.

Under the current budget for roadway maintenance, Mr. Stoffer stated the report showed the entire street system degrading. In order to keep the arterials, or the major streets, at an 85 Pavement Condition Index (PCI) rating, he said it would require $4.7 million in roadway maintenance budget, alone. For a 90 PCI rating level, he said the corresponding budget would be $6.5 million.
In discussion with Commissioner Herz, Mr. Stoffer said city staff previously performed this documentation, but it was not nearly as comprehensive as this study. Going forward, he said the Engineering Division would use this tool to plan out the projects for next year.

- Sign inventory

Mr. Stoffer noted that part of the street asset inventory performed by this consultant would be a sign inventory. He said it had not yet been delivered, but it would also provide a condition index so that the signs in poor condition could be upgraded.

In response to Commissioner Herz’s question regarding the typical cost of a sign, Mr. Stoffer stated it was about $260 to $275 including materials, post, installation, and labor and vehicle costs. Also, he said, many signs were built in-house.

NEW BUSINESS

Reference Materials for the Commissioners

Commissioner McNamara pointed out that Section 28 of the Code of the City of Peoria which could be found at www.Municode.com may be helpful to the new commissioners to review about the Transportation Commission. Also, he said the Complete Streets information and other reference materials on the city’s web site under the Transportation Commission section was important.

Mr. Stoffer noted that, though the City had not officially adopted a Complete Streets policy, it had been following its ideals for planning and construction of new projects.

Flashing Turn Arrow: Northbound University @ Glen

In discussion with Commissioner McNamara regarding safety concerns at this intersection, Mr. Stoffer stated he would investigate the situation. He suggested changing it to a leading left turn arrow. He said he would report back.

University and Main: Pedestrian Scramble Crossing

In discussion with Chairman Hudson regarding his request for information on the use of the all stop intersection for pedestrians to cross, Mr. Stoffer stated there was a surprising number of pedestrians using that feature. He said he would report back soon.

PUBLIC COMMENT

Advocate for Disabled Rights, Roger Sparks, questioned the budget for ADA-compliant sidewalk and curb in the discussions regarding maintaining the city’s streets and removal of signs and signals.

Mr. Stoffer stated that, any time the city makes roadway repairs, including milling and overlay projects, it would address sidewalk and ramps through the ADA Ramp Program.
Cancelation of December Transportation Commission Meeting

After a brief discussion, Commissioner Lott moved to cancel the Regular Meeting of the Transportation Commission scheduled for December 16, 2014; seconded by Commissioner Ray.

Approved by viva voce vote.

Next Meeting

The next regularly scheduled Traffic Commission meeting will be held on Tuesday, January 20, 2015 at 3:00 p.m.

Adjournment

There being no further discussion, Commissioner Adler moved to adjourn the Regular Meeting of the Transportation Commission; seconded by Commissioner Herz.

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:28 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

rmb
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: December 18, 2014

SUBJECT: REDUCTION IN SPEED LIMIT: N. UNION STREET

The purpose of this memo is to recommend a reduction in the speed limit on North Union Street, from W. Dr. Martin Luther King Jr. Dr. to W. Moss Avenue. Currently, it is regulated by a 30 MPH speed limit.

This safety improvement request came from the District Council Member, residents and City staff. This roadway is a steep hill which runs uphill from Martin Luther King Jr. Dr. to W. Moss Avenue, terminating at a "T" at Moss. The intersection of Union and Moss is controlled by stopping Moss and letting Union run free, due to the steep uphill grade. The intersection is further complicated by a large retaining wall at the southeast corner which affects sight visibility to a driveway on Moss, east of the intersection. By slowing traffic coming up to this intersection, safety may be increased.

Based on the geometry of the roadway and the site conditions at the intersection of Union and Moss, it is recommended that the speed limit for Dr. Martin Luther King Jr. Dr. to W. Moss Avenue be reduced to 25 MPH. This will be regulated by the addition of "SPEED LIMIT 25" signs. More signs will be added, if deemed necessary for enforcement.

Therefore, attached for your concurrence is the Traffic Regulation Order to establish a reduction in speed limit regulating:

North Union Street, from W. Martin Luther King Jr. Dr. to W. Moss Avenue

If you have any questions, please call.
A REGULATION AMENDING SCHEDULE "S" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,105, adopted by the City Council on June 13, 2014, and Section 28-139 of the Municipal Code of Peoria, the following street, at the limits indicated, is hereby reduced in speed limit (30 to 25 MPH):

LIMITS (Regulating)

N Union Street from W. Martin Luther King Jr. Dr. to W. Moss Avenue

Section 2. The foregoing item is hereby added at the end of Schedule "S" of the Traffic Code.

Section 3. This provision shall supersede all prior Ordinances or Traffic Regulation Orders for this intersection.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ____________________________

APPROVED:

________________________________________ /

City Manager Date

ATTEST:

________________________________________
City Clerk

EXAMINED AND APPROVED:

________________________________________
Corporation Counsel

Reviewed by the Transportation Commission:

☐ Approved
☐ Not Approved
Comments: _____________________________
The purpose of this memo is to recommend a reduction in the speed limit on West Forrest Hill Avenue, from Sheridan Road to Knoxville Avenue. Currently, it is regulated by a 30 MPH speed limit.

This safety improvement request came from the District Council Member, residents and City staff. In 2014 this roadway was reconstructed with a more Complete Streets type layout. The final design will be one 10' drive lane and one 4' bicycle lane in each direction. Due to the narrowness of the drive lane and the close proximity to the vehicles to the bicycle lane, the lowered speed is desired. Other sections of Forrest Hill will be designed to these standards in the near future.

Based on the new construction and layout of this roadway, which incorporates facilities for non-motorized traffic, it is recommended that the speed limit for West Forrest Hill Avenue, from Sheridan Road to Knoxville Avenue be reduced to 25 MPH. This will be regulated by the addition of "SPEED LIMIT 25" signs. More signs will be added, if deemed necessary for enforcement.

Councilman Grayeb concurs with this regulation. Therefore, attached for your concurrence is the Traffic Regulation Order to establish a reduction in speed limit regulating:

West Forrest Hill Avenue, from Sheridan Road to Knoxville Avenue

If you have any questions, please call.
A REGULATION AMENDING SCHEDULE "S" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,105, adopted by the City Council on June 13, 2014, and Section 28-139 of the Municipal Code of Peoria, the following street, at the limits indicated, is hereby reduced in speed limit (30 to 25 MPH):

LIMITS (Regulating)

West Forrest Hill Avenue, from Sheridan Road to Knoxville Avenue

Section 2. The foregoing item is hereby added at the end of Schedule "S" of the Traffic Code.

Section 3. This provision shall supersede all prior Ordinances or Traffic Regulation Orders for this intersection.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ___________________________ APPROVED:

_________________________________________________________/ 
City Manager Date

ATTEST:

_________________________________________________________
City Clerk

EXAMINED AND APPROVED:

_________________________________________________________
Corporation Counsel

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments:

Prepared 9/12/14
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: January 16, 2015

SUBJECT: REDUCTION IN SPEED LIMIT - R.B. GARRETT

The purpose of this memo is to recommend the increase or decrease in speed limit on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “S” as defined in the City Code.

➢ Area neighborhood representatives have requested that R.B. Garrett between Kumpf and Richard Allen Drive be reduced from a speed limit of 35 MPH to a speed limit of 30 MPH. This will promote more safety for the area by slowing traffic.

Appropriate signs will be posted along or removed from these designated streets, as appropriate. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “S” of the City Code by the following:

• Reduce speed limit of 35 to 30 on R.B. Garrett between Kumpf Boulevard and Richard Allen Drive.

Councilwoman Moore and the surrounding neighborhood associations concur with this regulation.

If you have any questions, please call.

c: City Council Members
  Michael Rogers, Public Works Director
  Sie Maroon, Traffic Operations Supervisor
  Lt. Steven Roegge, Police Department
  Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “S” OF THE TRAFFIC CODE

**Section 1.** Pursuant to Ordinance No. 17,105, adopted by the City Council on June 13, 2014, and Section 28-139 of the Municipal Code of Peoria, the following street, at the limits indicated, is hereby reduced in speed limit (35 to 30 MPH):

West Romeo B. Garrett Avenue from North William Kumpf Boulevard to North Richard Allen Drive.

**Section 2.** All other Ordinances and Regulations in conflict are hereby repealed.

**Section 3.** The foregoing items are hereby added to or subtracted from Schedule “S” of the Traffic Code.

**Section 4.** This regulation shall be in full force and effect from and after its approval.

DATE: ____________________________

APPROVED:

______________________________
City Manager

ATTEST:

______________________________
City Clerk

EXAMINED AND APPROVED:

______________________________
Corporation Counsel

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments:

Prepared 1/16/15
TO: Patrick Urich, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas Stoffer, Traffic Engineer

DATE: January 8, 2015

SUBJECT: EMERGENCY SNOW ROUTES (Add GILBERT from Lehman to Sterling) Council District 4

The purpose of this memo is to recommend the adoption of revisions to the list of designated EMERGENCY SNOW ROUTES, which reflect the changes since the last revision in 2014. These revisions will be added, or subtracted from Schedule “U” as defined in the City Code.

➢ In 2014 Public Works constructed a traffic restriction island at the corner of West Forrest Hill Avenue and Lehman Road. This island restricts all traffic except for the northbound to eastbound right turn from Lehman to Forrest Hill. Since this traffic device restricts traffic flow to and from the neighborhood, it prevents Lehman from being a useful Emergency Snow Route. To provide emergency access to the neighborhood, another entrance with full access should be used. Therefore, it is proposed that the Emergency Snow Route designation be added on the section of Gilbert from Lehman to Sterling.

Appropriate signs will be posted along these designated streets, as appropriate. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “U” of the City Code by the following:

• Add the Emergency Snow Route designation to Gilbert from Lehman to Sterling.

Councilman Montelongo and the surrounding neighborhood associations concur with this regulation.

If you have any questions, please call.

c: City Council Members
   Michael Rogers, Public Works Director
   Sjé Maroon, Traffic Operations Supervisor
   Lt. Steven Roege, Police Department
   Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “U” OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 11,810, adopted by the City Council on July 26th, 1988 and Section 28-386 of the Municipal Code of Peoria, the EMERGENCY SNOW ROUTES of the City of Peoria are amended by the following:

- Add the Emergency Snow Route designation to Gilbert Avenue, from Lehman Road to Sterling Avenue.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule “U” of the Traffic Code.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ______________________

APPROVED:

______________________________
City Manager

ATTEST:

________________________________________
City Clerk

EXAMINED AND APPROVED:

________________________________________
Corporation Counsel

Reviewed by the Transportation Commission:

☐ Approved
☐ Not Approved

Comments:
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: January 16, 2015
SUBJECT: EMERGENCY SNOW ROUTES (Add CRESTWOOD from Knoxville to Sheridan Rd.)

The purpose of this memo is to recommend the adoption of revisions to the list of designated EMERGENCY SNOW ROUTES, which reflect the changes since the last revision in 2014. These revisions will be added, or subtracted from Schedule “U” as defined in the City Code.

- Area neighborhood representatives have requested that Crestwood between Knoxville & Sheridan be designated an Emergency Snow Route. This will better enable traffic to flow in the entire area during a snow event.

Appropriate signs will be posted along or removed from these designated streets, as appropriate. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “U” of the City Code by the following:

- Add the Emergency Snow Route designation to Crestwood from Knoxville to Sheridan.

Councilman Riggenbach and the surrounding neighborhood associations concur with this regulation.

If you have any questions, please call.

cc: City Council Members
    Michael Rogers, Public Works Director
    Sue Marcon, Traffic Operations Supervisor
    Lt. Steven Roegge, Police Department
    Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE "U" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 11,810, adopted by the City Council on July 26th, 1988 and Section 28-386 of the Municipal Code of Peoria, the EMERGENCY SNOW ROUTES of the City of Peoria are amended by the following:

- Add the Emergency Snow Route designation to West Crestwood Drive, from North Sheridan Road to North Knoxville Avenue.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule "U" of the Traffic Code.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ________________________

APPROVED:

__________________________
City Manager

ATTEST:

__________________________
City Clerk

EXAMINED AND APPROVED:

__________________________
Corporation Counsel

[Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments: ________________________]

Prepared 1/16/15
To: Traffic Commission

From: Jeffrey M. Smith, P.E.

Agenda Date: April 16, 2013

**Introduction:** The City is contemplating the adoption of a Complete Streets Policy and seeks the involvement of the Traffic Commission in developing this policy.

**Background:** The term “complete streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor-vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. A complete streets policy means that in designing streets, the City will consider whether a complete street treatment is appropriate in every future street construction, reconstruction, and maintenance project.

Since each complete street is unique, it is impossible to give a single description. But ingredients that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urbanized area, but both are designed to balance safety and convenience for everyone using the road. Below are annotated examples of complete streets:

Wide sidewalks, curb extensions, and well-marked crosswalks help pedestrians travel through the intersection. On-street bicycle lanes provide bicyclists a dedicated space, keeping them segregated from automobile traffic. Striping narrows the travel lane, keeping speeds at appropriate levels.

This transit shelter provides ample room for transit riders without obstructing pedestrians or bicyclists on the sidewalks.
This crosswalk is accessible for pedestrians of all abilities. This crosswalk provides accessible curb cuts, highly visible striping, and an island in the middle of the street, effectively shortening the time needed to cross lanes of traffic.

The pedestrian environment is improved with wide sidewalks, curb bulb-outs (which shorten the time needed to cross the street), and pedestrian traffic signals. Motorists have plenty of on-street parking, and the wide lanes allow trucks and buses to pass through comfortably. Cyclists can easily share the lane with cars. The bulb-outs give motorists an expanded degree of vision, as parked cars do not interfere with sightlines down the intersecting street.

Photo: www.flickr.com/photos/completestreets

Typical residential street in older sections of City.

On narrow streets in residential areas with slow-moving traffic, the addition of sidewalks makes the street complete. Bicyclists can easily ride along the main travel lane.

This two-lane road accommodates motorized traffic and bicyclists who are comfortable sharing the lane. Pedestrians and cyclists are welcome on the shared use path that runs parallel to the road.

Photo: Dan Burden, Walkable & Livable Communities Institute
In rural areas, a wide shoulder helps pedestrians, bicyclists, and families with strollers travel from one place to another without needing a car.

*Photo: Dan Burden, Walkable & Livable Communities Institute*

**Shared Use Lane Signs and Road Markings.**

The addition of a ‘Bikes May Use Full Lane’ sign and share the road markings on the road alert automobile drivers that bicyclists may be present and informs them of bicyclists’ right to use the full lane.

---

**Reasons for Complete Streets**

Complete streets policies meet the needs of communities because of the many benefits they provide. Here are some of the key benefits:

1. **Safety.** Complete streets improve safety. A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users, as they enable pedestrians to cross busy roads in two stages, eliminate mid-block left-turning motorist crashes, and improve bicycle safety.

2. **Health.** Complete streets encourage walking and bicycling for health. The National Institutes of Medicine recommends fighting obesity by establishing ordinances to integrate construction of sidewalks, bikeways, and other places for physical activity into new development. One study found that 43% of people with safe places to walk within 10 minutes
of home met recommended activity levels; among individuals without a safe place to walk, just 27% were active enough.

3. **Sustainability.** Complete streets address climate change and oil dependence. The potential to reduce carbon emissions by shifting trips to lower-carbon modes is significant. The 2001 National Household Transportation Survey found 50% of all trips in metropolitan areas are three miles or less and 28% of all metropolitan trips are one mile or less – distances easy to walk, bike, or hop on a bus or train. Yet 65% of the shortest trips are made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.4 billion gallons of fuel each year, which is a savings of 3.9 million gallons of gasoline every day.

4. **Livability.** Complete Streets foster strong communities. Livability refers to the environmental and social quality of an area as perceived by residents, employees, customers, and visitors. This includes safety, health and well-being, economic opportunity, social equity, the local environmental quality, and preservation of valued cultural and environmental resources. Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

**Resources**

Complete Streets Local Policy Workbook, Smart Growth America

Best Complete Streets Policies of 2012, Smart Growth America

Model Design Manual for Living Streets, Los Angeles County

Designing Walkable Urban Thorofares, Institute of Traffic Engineers
AN ORDINANCE AMENDING CHAPTER 28 OF THE CODE OF THE CITY OF PEORIA
BY ADDING NEW SECTIONS ------- INSTITUTING A COMPLETE STREETS POLICY

WHEREAS, the City of Peoria strives to be a "livable community" and contain a well-balanced and connected transportation system that allows for safe walking and biking, and that an efficient, robust public transit is a vital component of a "livable community," and

WHEREAS, Complete Streets are a sound financial investment in our community that provide long-term savings, in that a transportation budget can incorporate Complete Streets projects without requiring additional funding; and

WHEREAS, CEOs for Cities released a report called "Walking the Walk" which measured the dollars-and-cents value that homes in walkable areas - all other things being equal - command over homes with "average walkability," and found that, in 13 of the 15 housing markets they studied, increased neighborhood walkability was positively correlated with highly significant price increases; and

WHEREAS, creating Complete Streets also reduces infrastructure costs by requiring less pavement per user compared to increasing road capacity for vehicles alone; which saves money at the onset of the project and reduces maintenance costs over the long-term; and

WHEREAS, the U.S. Census Bureau projects that by 2030, the portion of Illinois residents over 65 will increase from 12% to 18%, totaling nearly 21,000 additional people over 65 in Peoria, who will need the public right-of-way to better serve them by safe places to walk, bicycle or board the bus, and by designing the streets to better accommodate older drivers; and

WHEREAS, more than one third of Americans do not drive due to age, disability or poverty, and need transportation alternatives; and

WHEREAS, in Peoria County 29% of adults are overweight or obese, and incomplete streets means many people lack opportunities to be active as part of daily life.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS that:

Section 1. Chapter 28, of the Code of the City of Peoria is amended by adding new Sec. 28, Article II, Division 5 COMPLETES STREETS POLICY et. Seq., to read as follows:

Sec. 28-102. Definition of Complete Streets.

"Complete Streets" means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.

Sec. 28-103. Complete Streets Policy.

The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

Sec. 28-104. Scope of Complete Streets Applicability.

(a) All city-owned transportation facilities in the public right of way including, but not limited to streets, bridges and all over connecting pathways shall be designed, constructed,
operated, and maintained so that users of all ages and abilities can travel safely and independently.

(b) Privately constructed streets and parking lots shall adhere to this policy.

(c) The City shall foster partnerships with the State of Illinois neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City's complete streets policy and continue such infrastructure beyond the City's borders.

(d) The City shall approach every transportation improvement and project phases as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right of way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights of way, including capital improvements, re-channelization projects and major maintenance, must also be included.

Sec. 28-105. Exceptions.

Any exception to this policy, including for private projects, must be approved by the Director of Public Works, or designee, and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

(a) An affected roadway prohibits, by law, use by specified users (such as interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

(b) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repairs, and surface treatments such as seal coat or interim measures);

(c) The Director of Public Works issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, would require significant right-of-way acquisition, or inappropriate because it would be contrary to public safety; or

(d) Other available means or factors indicate an absence of need, including future need.

The Director of Public Works shall submit an annual report to the City Council summarizing all exceptions granted in the preceding year. These reports shall be submitted at the second City Council meeting after the end of the year, and shall be posted on-line on the City of Peoria website.

Sec. 28-106. Design Standards.

The City shall follow accepted or adopted design standards and use the best and latest design standards available, such as the recommended practices published in the "DESIGNING WALKABLE URBAN THOROUGHFARES: A CONTEXT SENSITIVE APPROACH" by the Institute of Transportation Engineers.

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- Total miles and type of bike lanes added
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along city streets
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries and fatalities by mode
- Rate of children walking or bicycling to school
- Intersection level of service

Unless otherwise noted above, within twelve months of ordinance adoption, the City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the ordinance. Annual reports shall be posted on-line for each of the above measures.

Sec. 28-108. Implementation and Reporting.

The City of Peoria shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

(a) The Department of Public Works, the Planning and Growth Department, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to, The Manual of Practice for Infrastructure Design Standards, the Comprehensive Plan, the Community Investment Plan, any and all Pedestrian and Bicycle Master Plans, Transit Plans, ADA and Bus Stop plans and other appropriate plans);

(b) The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;

(c) When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;

(d) City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;

(e) The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right of way in order to better use fiscal resources;

(f) An annual report will be made to the City Council showing progress made in implementing this policy. The Department of Public Works, the Planning and Growth Department, and other relevant departments, agencies, or committees shall report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s); and
(g) Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.

Section 2. This ordinance shall be in full force and effect from and after its passage and approval according to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS this ___day of____________________, 2013.

APPROVED:

_________________________
Mayor

ATTEST:

_________________________
City Clerk

EXAMINED AND APPROVED:

_________________________
Corporation Counsel
MEMORANDUM

TO: City of Peoria Transportation Commission
FROM: Traffic Engineer Nicholas Stoffer, P.E.
RE: REPORT BACK Regarding Pedestrian Usage at Main and University Intersection
DATE: January 20, 2015

At the Commission meeting of November 18, 2014, Chairman Hudson requested information on pedestrian usage at the Main and University Streets' intersection. In September, 2014, TERRA Engineering Ltd. performed pedestrian counts for three days and the results from that count are in the attached document.

Receive and file.

Attachment

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855
University and Main Pedestrian Counts
September 25-27, 2014

Thursday - Total Pedestrians = 2989

- One World to Bradley (Southwestbound, CCW) = 353
- Bradley to One World (Southwestbound, CW) = 327
  Subtotal = 680
- Avanti’s to Campustown (Northwestbound, CCW) = 40
- Campustown to Avanti’s (Northwestbound, CW) = 35
  Subtotal = 75
- One World to Avanti’s (Southbound University, North Leg CCW) = 256
- Avanti’s to One World (Southbound University, North Leg CW) = 234
  Subtotal = 490
- Campustown to One World (Westbound Main, East Leg CCW) = 248
- One World to Campustown (Westbound Main, East Leg CW) = 275
  Subtotal = 523
- Bradley to Campustown (Northbound University, South Leg CCW) = 322
- Campustown to Bradley (Northbound University, South Leg CW) = 377
  Subtotal = 699
- Avanti’s to Bradley (Eastbound Main, West Leg CCW) = 309
- Bradley to Avanti’s (Eastbound Main, West Leg CW) = 213
  Subtotal = 522

Friday - Total Pedestrians = 2010

- Bradley to One World (Northeastbound, CCW) = 209
- One World to Bradley (Northeastbound, CW) = 293
  Subtotal = 502
- Campustown to Avanti’s (Southeastbound, CCW) = 41
- Avanti’s to Campustown (Southeastbound, CW) = 53
  Subtotal = 94
- One World to Avanti’s (Southbound University, North Leg CCW) = 89
- Avanti’s to One World (Southbound University, North Leg CW) = 120
  Subtotal = 209
- Campustown to One World (Westbound Main, East Leg CCW) = 220
- One World to Campustown (Westbound Main, East Leg CW) = 216
  Subtotal = 436
- Bradley to Campustown (Northbound University, South Leg CCW) = 298
- Campustown to Bradley (Northbound University, South Leg CW) = 269
  Subtotal = 567
- Avanti’s to Bradley (Eastbound Main, West Leg CCW) = 110
- Bradley to Avanti’s (Eastbound Main, West Leg CW) = 92
  Subtotal = 202

Saturday - Total Pedestrians = 2286

- One World to Bradley (Southwestbound, CCW) = 140
- Bradley to One World (Southwestbound, CW) = 167
  Subtotal = 307
- Avanti’s to Campustown (Northwestbound, CCW) = 45
- Campustown to Avanti’s (Northwestbound, CW) = 47
  Subtotal = 92
- One World to Avanti’s (Southbound University, North Leg CCW) = 176
- Avanti’s to One World (Southbound University, North Leg CW) = 193
  Subtotal = 369
- Campustown to One World (Westbound Main, East Leg CCW) = 344
- One World to Campustown (Westbound Main, East Leg CW) = 397
  Subtotal = 741
- Bradley to Campustown (Northbound University, South Leg CCW) = 268
- Campustown to Bradley (Northbound University, South Leg CW) = 272
  Subtotal = 540
- Avanti’s to Bradley (Eastbound Main, West Leg CCW) = 118
- Bradley to Avanti’s (Eastbound Main, West Leg CW) = 119
  Subtotal = 237